

THE
RAILROAD & STEAMSHIP
CONNECTIONS
OF THE
RICHELIEU & ONTARIO
NAVIGATION CO.



CANADA.

CANADA, larger in square miles than the United States, unless the recently acquired Island Possessions are included, is proud of its half of the inland seas and River which help to form the boundary, and its innumerable and beautiful lakes and rivers, which furnish two-thirds of their contents.

This enormous volume of water, after passing Niagara Falls, flows into Lake Ontario, and reaches the Sea by the St. Lawrence River, a fitting outlet for all the grandeur and magnitude which goes before.

The St. Lawrence is in reality a wonderful River, and together with the great lakes, forms the grandest system of inland navigation in the world. It extends from the head waters of Lake Superior to Cape Gaspe, on the Atlantic Ocean, a distance of 2,200 miles.

The total area of the St. Lawrence Basin is about 530,000 square miles, of which the United States owns 187,440, and Canada 322,560 square miles, with a water surface of 95,300 square miles. The total length of the river from Kingston to Cape Gaspe is 728 miles. The great lakes and St. Lawrence form a natural boundary line between the United States and Canada, ending near Cornwall, Ontario, from which point the river runs entirely through Canadian territory. Throughout its entire length the St. Lawrence has the clearness and purity of a mountain spring and combines in its length the picturesque beauty of islands and valleys, the exciting descent of rapids, and the bold magnificence of mountains split in twain at its very shores. The waters of Lake Ontario are filtered through the Thousand Gems of Island beauty at its source, and they are hardly dissolved from view before its surface is churned into foam and spray in the rapids as it rushes toward the sea, navigable to larger steamers than can enter the locks on the return.

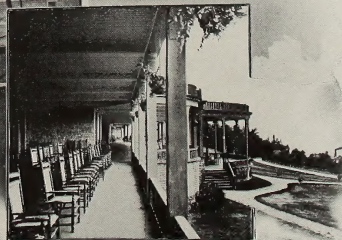
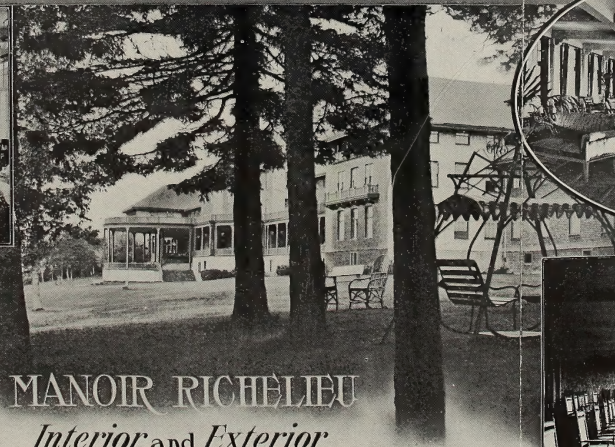
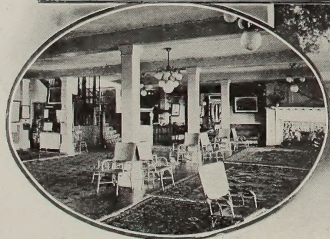
On it flows, by Montreal, Quebec, and innumerable points of historic and scenic interest, into the heart of the Laurentian Mountains, where it broadens out into a Gulf between Nova Scotia and Labrador, and enters the Atlantic Ocean by three channels called Cabot Strait, Strait of Belle Isle and Gut of Canso.

The river is not less interesting travelled in one direction than another, and the steamers of the Richelieu and Ontario Navigation Company may be boarded at its principal landings from Riviere du Loup, and Chicoutimi, at the head of the Saguenay, to Toronto and Niagara at the head of Lake Ontario.

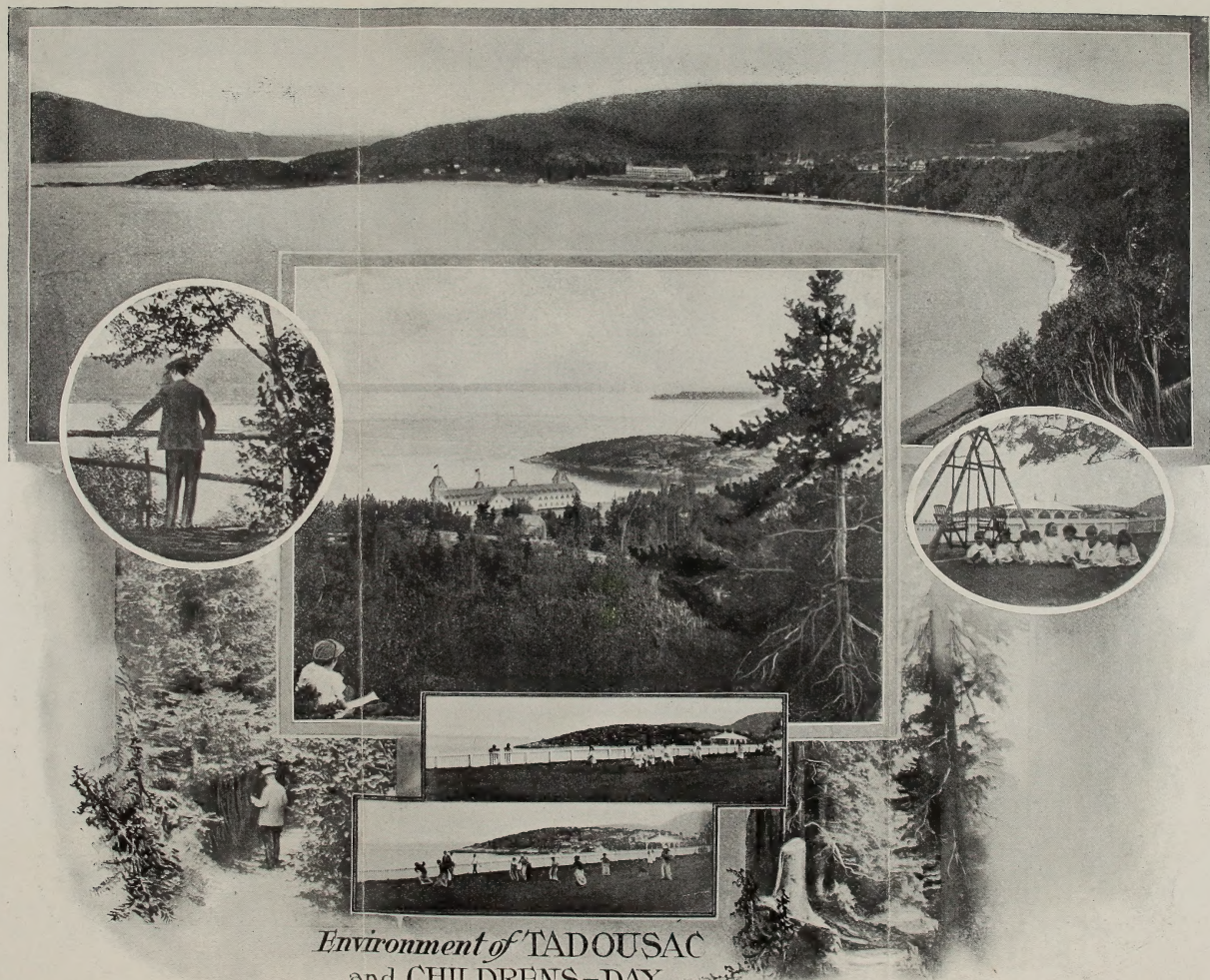
But it is the Lower St. Lawrence, near the Gulf, near the Sea, of which this book principally treats. The wonderful summer resort section among the Laurentian Mountains, where countless and almost undiscovered lakes and streams abound in trout.

These mountain lakes and streams, these bold picturesque shores and islands are destined to become the summer haunts of America, and from the plain bark camp, deep within the woods, to a more or less pretentious summer home.

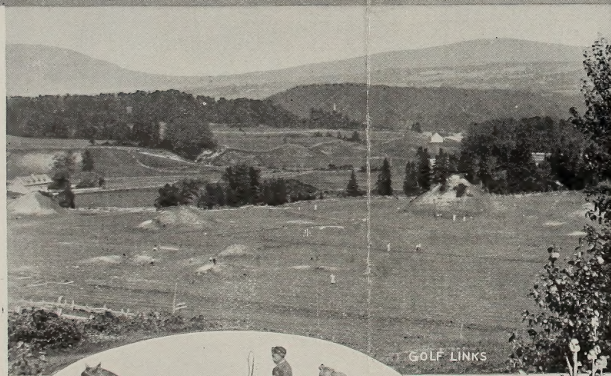
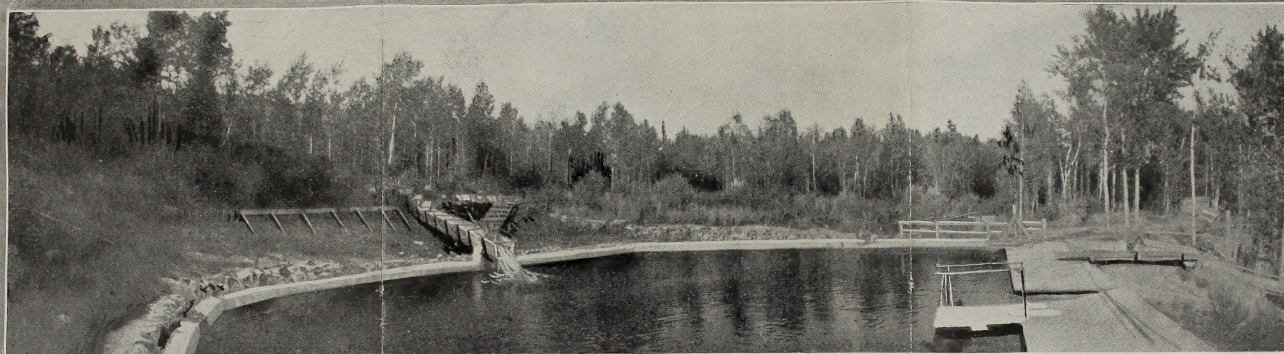
Tickets and information may be obtained at principal Railway, Lake and River Steamer Ticket Offices in the United States and Canada.



MANOIR RICHELIEU
Interior and Exterior



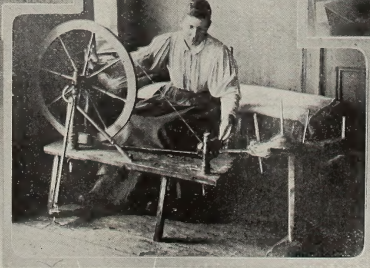
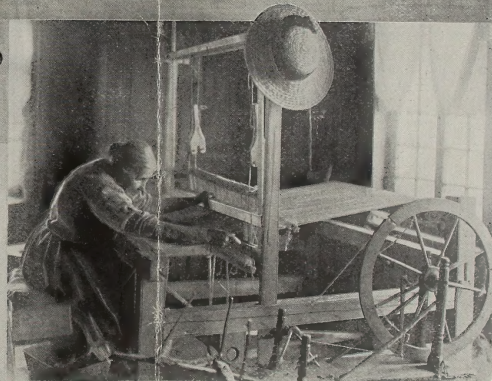
*Environment of TADOUSAC
and CHILDRENS-DAY*

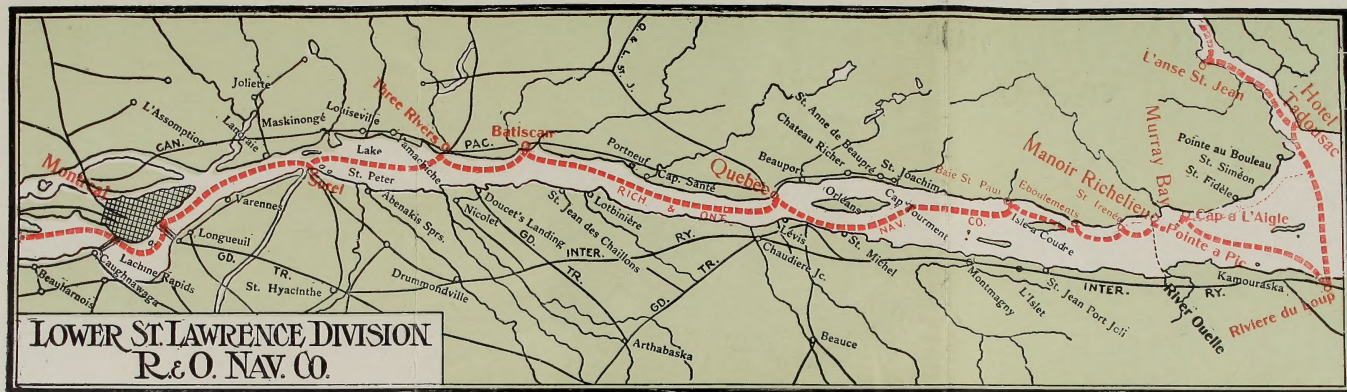


Reservoir.
Swimming Pool, -
"MANOIR RICHELIEU"



On the
TADOUSAC LAKES
and
*Every day life
of the Habitant*





MONTREAL, QUEBEC AND THE LOWER ST. LAWRENCE.

THE COMPANY'S steamers between Montreal and Quebec are very fine and large, with double tiers of staterooms. They leave Montreal at 7.00 p.m. from the Company's wharf directly opposite the Church of Notre-Dame-de-Bonsecours. Dinner is served after leaving. The cool breezes of the river, the tranquil scenery, as Longueuil, Boucherville, Varennes, Vercheres, and Contrecoeur are passed in rapid succession, make this portion of the trip very enjoyable.

Sorel, at the mouth of the Richelieu River, the northern outlet of Lake Champlain, is the first stop. For the next thirty miles the river widens out into Lake St. Peter, and at the foot of the lake a stop is made at

Three Rivers, near the three mouths of the St. Maurice River. It was the third of the French settlements, having been founded in 1618, the first two being Tadoussac and Quebec, and the fourth Montreal. It is at the head of tide-water on the St. Lawrence.

Batiscan, at the mouth of the Batiscan River, is the next stop, and from here onward the St. Lawrence increases greatly in depth and boldness. Twelve miles west of Levis, on the south shore, we pass the mouth of the Chaudière River. A new bridge across the St. Lawrence is being constructed near this point.

Levis, opposite Quebec, is a city of 10,000 inhabitants, and its fortifications are only second to those of Quebec.

Those who intend visiting the Saguenay should take the Saguenay steamer, immediately on arrival at Quebec, and stop over at Quebec on the return; this will save time and transfer. The Saguenay steamers leave at 8.30 a.m. Breakfast is served on both the Montreal and Saguenay boats at Quebec. On leaving, a splendid view of the city is obtained; continuing eastward, the Falls of Montmorency are seen on the left. We then pass close to the south of the Island of Orleans, with the famous shrine at its foot, is on the north shore, a little west of the east end of the Island of Orleans. After passing this island, the steamer draws in close and keeps within a few hundred feet of the precipitous north shore from here to Cap à l'Aigle.

Next beyond is **Cape Tourment**, 2000 feet in height, and Grosse Isle, with its quarantine station is passed on the right. Salt water begins at Grosse Isle. After this, are

Baie St. Paul, on the left, Isle aux Coudres on the right.

Les Eboulements, with its little village and church, high up on the hill.

St. Irene, one of the most beautiful locations on the river, and possessing some of the finest summer residences on the Lower St. Lawrence.

Murray Bay, the most popular watering place on the north shore, where the Richelieu & Ontario Navigation Company has recently constructed its splendid "Manoir Richelieu," which with its new Casino and salt water Swimming Pool is the largest and best-equipped hotel on the Lower St. Lawrence, if not in Canada. (Description on another page.) Golf, fishing, sailing, and all the popular amusements can be enjoyed, and the drives are numerous and charming.

The **Cottage Colony** is very large and comprises the most representative families in Canada and the United States.

Murray Bay is especially noted for its bracing climate, being a combination of mountain and sea air.

The mountains are clothed with a thick growth of evergreen, varying in hue from the lighter color of the cedars to that of the deep, dark-shaded pines, spruces and balsams. At Murray Bay and beyond, schools of porpoises are seen. At **Cap à l'Aigle**, a growing resort six miles farther on, the river is twenty miles wide. In crossing to Rivière du Loup on the south shore, The Pilgrims, a remarkable group of rocky islands, are passed. At all the lower St. Lawrence resorts summer cottages may be rented or board obtained.

Rivière du Loup is a favorite watering place. Six miles east of this, on the south shore, is the village of Acouana, an important seaside resort. Leaving Rivière du Loup, the steamer recrosses to the north shore, to

Tadoussac, twenty-two miles distant, at the mouth of Saguenay River.

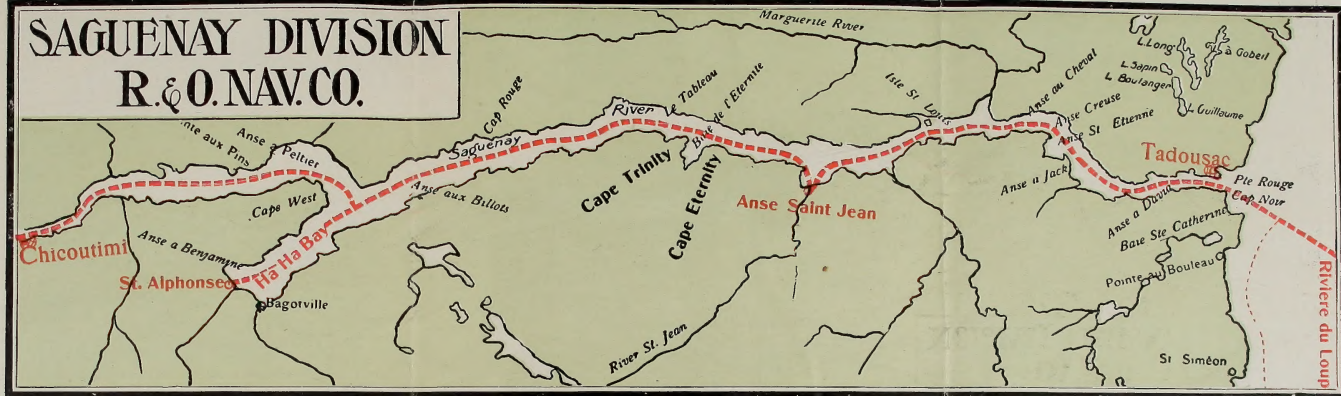
But if the **North Shore** channel of the St. Lawrence is followed from Cap à l'Aigle, the steamer sails over the deepest water of the river, along a shore more and more rugged and abrupt as the Saguenay is neared. The steamer is in the midst of the Laurentian Mountains, which seem half submerged, so abrupt are the shores and nearby the peaks. In quick succession are passed—

St. Fidele at Anse au Sel, (Salt Bay); Port au Saumon, (Salmon Harbor); Port au Persil, and St. Siméon, just below the mouth of River Noire, Ile aux Lievres, (Hare Island), opposite Port aux Quilles, (Keel Harbor), and the point of the same name, Pointe à l'Outarde, or Cape Dogs and Baie des Rochers, are particularly abrupt. Then comes L'Echafaud au Basque, with the innumerable lakes and streams back among the mountains. The steamer now has to make out into the river to round the Prince Shoal Lightship, then into the mouth of the Saguenay, Baie St. Catherine, and

Tadoussac, the first settlement made by the French. Here there is another large and excellent hotel, owned and operated by the Company—"The Tadoussac." Immediately in front of the hotel there is a beautiful sandy beach. The atmosphere is especially bracing, and hay fever is unknown. (Described fully on another page.) After a couple of hours' stop the steamer proceeds, during the night, quietly up the Saguenay River to

Chicoutimi at the head of navigation on the Saguenay.

SAGUENAY DIVISION R. & O. NAV. CO.



THE WORLD-RENOWNED SAGUENAY RIVER.

CHICOUTIMI (meaning in Cree, "Up to here it is deep"), the head of navigation of the Saguenay River, is the Saguenay River terminus, via Roberval, 60 miles distant, of the Quebec and Lake St. John Railroad. It is beautifully situated on a hill, was one of the earliest Jesuit Missions, a great fur-trading centre, and later one of the principal posts of the Hudson's Bay Company, boasting of a church as early as 1670. A painting, said to be an original Rubens, is in the present church over the altar.

Cape St. Francois and the Parish of St. Anne du Saguenay are almost immediately opposite Chicoutimi. Below are Rivers l'Original, Caribou and Outardes, meaning respectively Moose, Caribou and Wild Geese.

Since leaving Chicoutimi, the scenery has been bold but less majestically so than greets the traveller further down the stream, for the Saguenay trip is a voyage actually taken through the mountains. Small are the areas of water within the vision. Mountain streams, rivers and lakes may unfold their gorges, chasms or precipitous shores to the venturesome canoeist. The Saguenay unfolds its glorious magnitude to us as we voyage in comfort on the largest steamers, and seems to set its mountains to either side for us to pass between, closing them again as the steamer glides from area to area of open water between these mountains and in this wilderness of awe-inspiring solitudes.

Ha-Ha Bay is an inlet seven miles deep, that is supposed to have taken its name from the expressions of the French discoverers, as heard by the Indians, when they found themselves landlocked in what they supposed the main channel of the river. The Indians called the bay, *Heskuewaska*. Passing between Cape East and Cape West the mouth of the bay is entered, guarded on the other side by Poste des Villeneuve, while within the bay are passed Anse à Poulerte, and Anse à Benjamin, before reaching San Alphonse, while in the further corner may be seen the Parish of Bagotville, and the little trout and salmon rivers, Mars and Ha Ha, are distinguishable on either hand. After leaving Ha Ha Bay the shores become abruptly rugged and precipitous, with seldom an opening sufficient for a habitation. On the north shore in quick succession are Anse de Sable, (Sand Bay), Anse à Xavier, Anse à Theophite, Cap Rouge, (Red Cape), and La Descente des Femmes, or "The getting down place for the women," so called because it was at this point that a number of Indian women, whose husbands were dying of hunger in the interior of the country, reached the Saguenay on their way to seek food and assistance.

A few miles after passing this, there looms up on the opposite shore an enormous vertical polished surface of rock, which is called **Le Tableau**, (The Picture), or "La Grande Ardoise," (the big slate), waiting for the artist's touch to bring, what seems almost to be a canvas, into life.

It is just beyond here that the climax is reached in **Cape Trinity** and **Eternity**, guarding

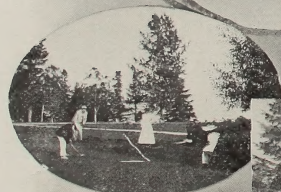
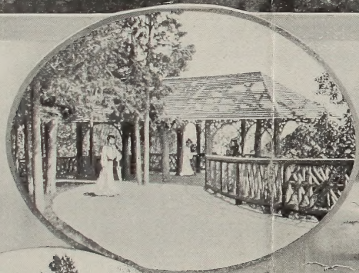
the entrance to Baie de l'Eternite, half way between Chicoutimi and Tadoussac. They are on the west side and Trinity, facing the Saguenay River, is three different elevations of one great mountain of rock, on the lower of which will be seen a statue of the Virgin. While, on the side of the Bay, the precipice extends from almost unknown depths to 2,000 feet or more above the steamer, as she slows down as it moor to the wall of rock. Here the full appreciation of the enormous height and awful magnitude of **The Canon** creates its lasting impression. A stone hurled from the vessel's deck drops like a piece of paper from a window, far short of the adamantine walls. Yet directly overhead seems to lean the precipice more and more over the steamer, until, with the blowing of the whistle, letting loose all the echoing responses of the demons imprisoned in the caves of the mountains, one imagines a sigh of relief as the steamer turns toward Eternity, out from the precipices it has not been under, away from danger it has not been in. But as compared with that mountain of rock, it has been so near, the steamer is insignificant indeed. Cape Eternity, over 100 feet higher than Trinity, is six times as high as the Citadel of Quebec.

The River in winding round among the mountains bears the steamer half way between their summits and valleys (the river bottom), with bays here and capes there until it broadens out into **St. John's Bay** or **Anse Saint Jean**, six miles below the Capes, with an island guarding its entrance, and the **Rivière Saint Jean** flowing into it at the upper end. Soon after leaving St. John's Bay the Little Saguenay empties into the Saguenay on the south side, and just beyond is Roy Island and Isle St. Barthelemy or Isle Coquart, named in honor of the last Jesuit missionary but one, who had charge of the Saguenay Indians and who died in Chicoutimi. Isle St. Louis, on the south side, is between Isle Barthelemy and the mouth of the Marguerite River. This marks the emptying into The Saguenay, of one of the most famous salmon and trout streams in Canada. Sixteen miles below the first view is gotten of the **St. Lawrence**, and the steamer passing through Anse à la Barque, rounds into Anse à l'Eau and **Tadoussac Wharf**.

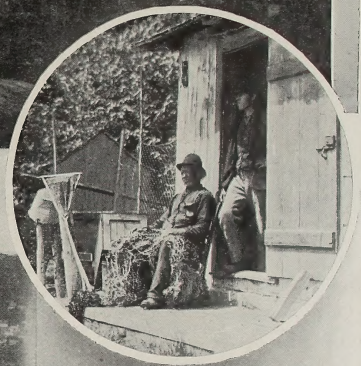
As the steamer generally arrives at Tadoussac early in the afternoon, ample time is given for a visit to the government salmon hatchery, the little old church, the first in Canada, and Dwight's Park, on the highland beyond the **Tadoussac Hotel**.

The steamer crosses the St. Lawrence from Tadoussac to Rivière du Loup, then recrosses to Murray Bay, or follows the north shore passing St. Simeon, St. Fidèle and Cap à l'Aigle to Murray Bay, where it usually arrives in time to give the passengers opportunity of enjoying an hour or two of the music, dancing, or the fascinating piazzas or **Swimming Pool** of the **Mancé Richelieu** before retiring to find themselves in the morning again in Quebec, with the whole day before them before taking steamer in the evening for Montreal.

Passengers on steamers arriving in Quebec early in the morning are permitted to occupy their staterooms until 8.00 o'clock, and **breakfast** is served aboard until 8.30.

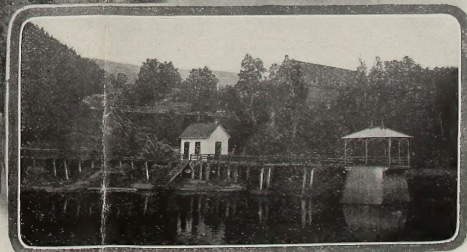


*Nooks and
View Points*
GROUNDS, "MANOIR RICHELIEU"



TADOUSSAC — MOUTH OF SAGUENAY

Old Church, Salmon Preserve and Native hut



NEW FEATURES

....1906....

S.S. Toronto.—The dining-room has been moved from the gallery deck to the main deck, and the gallery deck transformed into staterooms, some with parlors and bath attached. This change will give the Toronto accommodations equal to her sister ship the "Kingston." The pantry and kitchen arrangements being new, complete and modern, will ensure an excellent and prompt service.

S.S. Kingston has been painted and renovated throughout and her dining-room so arranged as to give increased accommodations.

S.S. Murray Bay has had her hurricane deck altered to as near as possible the plan of her sister ship the St. Irénée including a ladies' saloon, with observation windows and hurricane deck promenade.

S.S. Tadoussac has had her large wheels removed and replaced by small feathering wheels, thereby gaining several state rooms, and minimizing the vibration.

New Steamers.—A contract has been closed for a new St. Lawrence River **Rapids Steamer** 230 feet long by 44 feet beam, over the guards. This steamer will have a carrying capacity of 1,000 passengers and be built especially to suit the service. It will be without doubt the finest observation steamer on the continent, having hurricane and saloon decks covered in such a way as to give passengers an excellent opportunity to view the Rapids. On the trip from Montreal to Prescott, 100 staterooms will take care of the increasing west-bound business. The steamer ascends the rapids where possible, and where not, rounds them by canal, and this feature is generally considered as enjoyable and interesting as the trip down current.

Particular attention has been given the dining-room and kitchen arrangements of the new boat. The dining-room being located on the main deck aft, will be large and light, with large observation windows.

Specifications and plans for a new "Quebec" (a sister ship to the "Montreal") which came out in May, 1905, for the **Montreal-Quebec Route**, are now under consideration, and it is hoped this new steamer will be ready for the season of 1907.

A new steamer is also under consideration for the **Montreal-Hamilton Line**. These steamers follow the Canadian Channel, stopping at all ports and going through the beautiful Bay of Quinte, and it is the intention to have the new boat of a different type than those already on the line.

The Manoir Richelieu, at Murray Bay.—A large salt water swimming pool, 63 x 43 feet, has been constructed just south of the present Billiard and Amusement Hall, to which the Bowling Alley has been added, thus combining all indoor sports. About forty new private fresh and salt water baths, all with outside light and ventilation, have been added to the hotel. (See Manoir Richelieu reading matter.)

Extensive improvements have also been made at the **Tadoussac Hotel**. Here is excellent fishing, and the Company has the lease of six lakes from the Government, and has built permanent camps and installed fishing boats for the enjoyment and use of its guests. (See full account in Tadoussac reading matter.)

MURRAY BAY.

Murray Bay (Mal Baie) is a village of Charlevoix County, Province of Quebec, on the north bank of the St. Lawrence River, 90 miles or six hours by boat from the Citadel City. Its first settlement was about 1761.

The following account of the foundation of a Highland Scotch settlement at Murray Bay, in the end of the eighteenth century, was given by Sir James M. LeMoine, in a lecture delivered by him some years ago on "The Scot in New France":—

"Substantial acknowledgment of services rendered was made by the British Government, in grants of land to Scotch soldiers. Valuable seigniories were conceded to their officers; thus Major Nairn, of the Royal Emigrants, received a patent for the fief of Murray Bay, on the Lower St. Lawrence, while his companion-at-arms, Lieut. Malcolm Fraser, had, on 27th April, 1762, obtained the adjoining seignior, Mount Murray, bounded on the west by the River Murray or Mal Baie, to the east by the River Noire, and running three leagues into the interior.

"Their followers and retainers crowded around them; soon, a whole Scotch colony flourished around the bay or on the highlands of this picturesque spot, which in many particulars reminds one of the glens and gorges of Scotland; to this day many hamlets resound with the names of McLean, McNicol, Blackburn, Warran, Harvey, McNeill,—old 78th men, albeit the name alone now survives, the language being entirely French."

During the American Revolution Murray Bay was a station for United States prisoners of war.

The bay is a large shallow inlet extending from Cap à l'Aigle (Eagle Cape) on the north to Pointe à Pic (Rocky Point) on the south, while the Murray River, running through Murray Bay Village enters the head of the Bay.

The village of **Pointe à Pic** (the Steamboat Landing), one of the many typical Swiss villages along the St. Lawrence (Swiss in appearance but French in language and inhabitants) is obscured entirely from the beautiful grounds, terraces, piazzas and windows of the Manoir Richelieu, which crowns the frowning crags and ledges overhanging these cottages on the shore.

Murray Bay from the Manoir Richelieu and Pointe à Pic, to the village itself on the banks of the Murray River, is dotted by hundreds of summer cottages, some close to the shore and many high on the mountain side, owned by prominent and wealthy people of Quebec, Montreal, Toronto, Albany, New York, Philadelphia, Washington, Baltimore, Boston, and many other cities. In their midst is the renowned links of the **Murray Bay Golf Club**, than which there are none more sporty or better kept in Canada.

There are many cottage sites still not taken, some in close proximity to the beautiful grounds of the Manoir Richelieu.

The **drives** are many and fascinating. Almost everywhere in Canada the buckboard or Victoria has superseded the Calèche, but not so at Murray Bay. The comfortable old

French Chaise is more in evidence than any of the later vehicles, and driving may be indulged in at very moderate cost. Among the many beautiful drives which form favorite objective points in summer, might be mentioned the Upper Fraser Falls, Lower Fraser Falls, Nairn Falls, Cap à l'Aigle, Grand Lac and Nairn Lake. In the month of August it is a great sight to see the salmon leaping Nairn Falls.

The guests of the Manoir Richelieu have proved in a multitude of cases that Murray Bay is exempt from Malaria, Hay Fever and Asthma.

There are Churches of various denominations at Murray Bay, including Episcopal, Presbyterian and Catholic.

MANOIR RICHELIEU

The Manoir Richelieu is one of the few high-class, modern summer resort hotels in America, handsomely furnished, the effect throughout being one of quiet elegance and rare comfort.

Its rotunda, drawing, writing and private dining rooms, with large cordwood open fireplaces, its spacious dining room, halls and rooms, its broad covered veranda, 25 feet wide, and the fact that although it has 250 rooms, the hotel is spread out so that it has only two principal bedroom floors, impresses one with its generosity, which is carried out also in the management.

Many of the bedrooms are en suite, with private baths, forty or more having been added during the past winter, and all are carpeted with best Brussels.

During the past winter a **Swimming Pool** has been built at the Manoir Richelieu, which will compare favorably with any in the country. The salt water of the St. Lawrence, salt as the ocean itself, will be pumped and heated to between 60 and 70 degrees, the entire pool will be open to the sun, and with the dressing rooms has been built south of the present Billiard and Amusement Hall, to which the Bowling Alley has been added, thus combining all indoor sports virtually under one roof. Billiards, Pool, Shuffle Board, Ping Pong, Bowling and Swimming. The water in the pool can be arranged at from the wading depth for the children to five feet and over for the most expert Water Polo Game, and around the edge are placed Spring Boards, a Chute, Rings and a Trapeze. The sections with dressing rooms for men and women have their respective Shower Baths, with Hot and Cold Needle Sprays, etc., and over these dressing rooms is an Observation Gallery for spectators to watch the swimming, water polo or sports which may be going on in the pool on the one side, and on the other the bowling or bowling tournaments which may be going on in the Bowling Alley. A position for the Orchestra has been arranged and a Musical Program will be rendered daily between eleven and one or during the popular swimming hours.

All the **water** used in the Manoir Richelieu for drinking and culinary purposes is mountain spring water, and absolutely pure, it having stood the most searching analysis. The water is conveyed from the springs to a large concrete reservoir, located on the side of the mountain 155 feet above the Manoir Richelieu, and although the season of 1905 was remarkably dry in this section of Canada, there was not a day that this reservoir was not full and running over. All the **ice** used in and about the hotel is cut from this reservoir.

At the foot of the Manoir Richelieu lawn and terrace with their tennis, croquet and other lawn games, and along the top of the cliffs, a rustic promenade has been built, 14 feet wide, with here and there, jutting out to occupy the summit of a crag or boulder are secluded rustic summer houses, which give a more commanding view of **rocky shore** and **beaches** the river to its south shore, and the mountains beyond.

On the other side of the Manoir Richelieu the Laurentian Mountains begin at its very door, and the balsam, spruce and arbor vita woods (only across the carriage drive), fill the air with the delicious and health-giving odors, which penetrate the very rooms. To those inclined to wander within the depths of the woods these mountain trees furnish shade and fragrance, and their trails, are most fascinating, coming out as they do on cliffs and ledges which command views of mountain and river 60 to 100 miles in extent.

Hotel Physician—Chas. K. P. Henry, M.D., of Montreal.

Telegraph and Post Offices are in the hotel, the address being **Manoir Richelieu, P. Q.**

The rates for board at the Manoir Richelieu are \$4.00 per day and upwards, each person.

Special rates by the week.

Address:—

H. M. Paterson, Resident Manager,

Care The R. & O. Navigation Co.,

Montreal,
until June 15, after that date—**Manoir Richelieu, P. Q.**

TADOUSAC.

Tadousac; tá-doo-zák', Canada, is a town of Chicoutimi and Saguenay Counties, Province of Quebec, and is situated at the confluence of the Saguenay and St. Lawrence Rivers, and opposite Cacouna and Rivière du Loup. It is noted as being the oldest settlement in Canada, and the most easterly town and resort on the north side of the St. Lawrence River, which enjoys modern communication with the outside world; beyond it lies the wilderness and Labrador.

The name "Tadousac" in the Montagnais dialect, signifies "Mamelons," the huge round hills of sand by which the village is surrounded, the exact Indian name being "Tatoushak." The huge sand mounds, which rise in tiers to the height of 1,000 feet or more above the Saguenay are wonderful and impressive here among these mountains of solid rock covered with pine and fir.

Tadousac was visited by Jacques Cartier in 1535, and the Jesuit Missionaries in 1630; was one of the early centres of the fur trade, and the location of one of the original (if not the original) Hudson's Bay Post, is now pointed out on the front lawn of the Tadousac Hotel.

It was the home for a time of Father Marquette.

Tadousac has long been noted as a headquarters of the sportsman. The Government salmon hatcheries and preserve being here, and salmon in their natural element may be seen in the pool at the Steamboat landing, which confines in summer between five and eight hundred full-grown fish. The Marguerite River, the location of one of the wealthiest fishing clubs on the continent, is only sixteen miles distant by river, and is far-famed for its trout and salmon.

The Fishing at Tadousac can hardly be excelled and extends from the "Tommy Cod" for the children from wharf, rocky shore or boat, to the river, lake and brook trout and salmon of the most exciting angler. Deep within the woods among the mountains, is the trout fishing preserve of the Company, whose exclusive rights extend over Lakes Gobeil, Guillaume, Boulanger, Sapin, Long and Trout, on each of which are guides and new camps and boats, capable of accommodating the fisherman and his family, or the fishermen while their families remain at the Tadousac Hotel.

An engagement book has been opened and dates are already being allotted for the different camps by Mr. Bowen, Manager of the Hotel.

The spinning wheel, the loom and the carding blocks, relegated to shed or attic has marked the steps of progress, and their existence is a memory or a legend almost everywhere to-day, except in French Canada.

On drives or walks one sees thatched buildings and about almost every house of the native or habitant, the scenes of long ago. The housewife in the doorway spinning or carding and rocking the cradle, or from some side-window comes the "chug chug" of the loom.

Few trunks returning from Murray Bay or Tadousac but what hold in their depths, **homespun** in some form, and highly prized by its new owner, and well worth the little it cost. Among the most sought after are dress patterns and couch and table covers, and portieres. If not at spinning-wheel, loom or carding-blocks, the good housewife will be seen at work at what would elsewhere be a relic also of old days, the old clay bake oven which is in the yard, not far from the door, of almost every house, and great the variety, sweet and appetizing the odors and good to look at the brown crusts on a baking day.

TADOUSAC HOTEL

The **Tadousac Hotel** is a most comfortable, homelike and well-kept summer resort, open from June to September. During the past winter it has been vastly improved. Among these improvements, besides the general painting and renovating, might be mentioned the opening up of the office into a grand salon or rotunda, with the dance hall opened into it in the rear. This rotunda is newly furnished, has open fireplaces and its large windows overlook the bay, dotted here and there by the silver gleam of the Grampus or St. Lawrence White Whale, and beyond, the St. Lawrence to its easterly shore (25 miles distant), with the mountains serrating the south-eastern horizon.

Only a terraced lawn separates the broad verandas of the hotel from a magnificent sandy beach and bay. The former furnishing a never-failing source of amusement to grown people and children alike, and the latter a perfectly safe place for boating and canoeing. While over a foot bridge, crossing a mountain brook at the east end of the hotel, is a large grove of sweet-smelling balsams shading a fascinating playground of clean sand.

The **beach** forms a crescent about the bay, and is a mile and a half in length, one end resting under the cliffs of Pointe de l'Islet, which separates the bay from the Saguenay River, the other mingles with the rocks of Pointe Rouge. Between the latter and the hotel, Dwight's Park with its cliff walk, crowns the high bank. Foliage framed openings have been so artistically selected along this walk with rustic seats and resting-places that minutes

"Fly on their unseen track"

through the fascination of view and the music of the perpetual gravel riviets.

The **golf links** at Tadousac belong to the Company, and are always open to the guests of the hotel, while on the terraces or within the grounds are to be found tennis, croquet, bowling and billiards.

The **Drives** at Tadousac include many inland over good roads, and among them may be mentioned, the drive "Around the Concession," while the walks, besides on the carriage roads and along the beach and shore, offer fine opportunities for mountain climbing, beginning in reality at the Hotel itself. The views obtained, for rugged grandeur and picturesque beauty, cannot be surpassed on this continent.

Guests may make **excursions** in various directions, by carriage, sail boat, naphtha launch, row boat or canoe, or the grand trip through the **Saguenay River Canon**, which begins at Tadousac.

Many people from various parts of Canada and the United States having summer homes at Tadousac, form quite a large **cottage colony**, and there are some finely-located cottage sites available.

All the **water** used at Tadousac is as near perfect as it is possible to get it. Its source may well be called "The Lake of the Clouds," high as it is on the mountain overlooking the village.

All the **ice** used in and about the Tadousac Hotel is obtained from one of these mountain lakes.

There are churches of various denominations at Tadousac.

Hotel Physician—A. G. McAuley, M.D., of Montreal.

The rates at the Tadousac Hotel are \$3.00 per day and upwards each person. Special rates by the week.

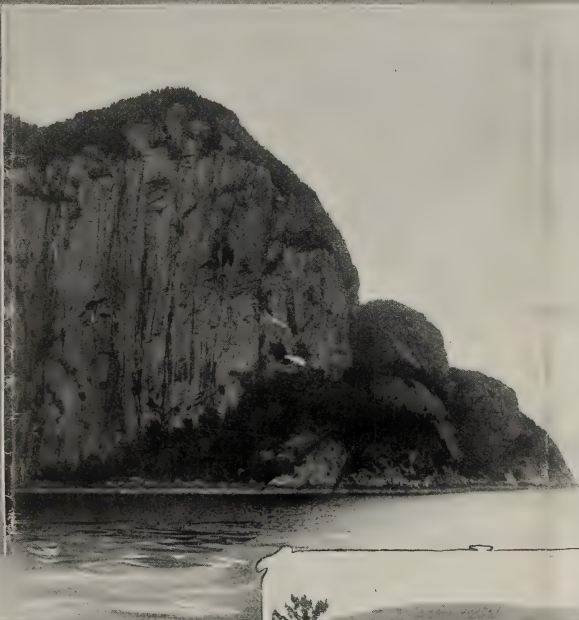
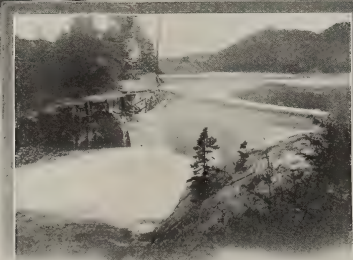
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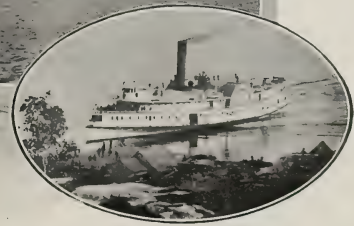
F. B. Bowen, Resident Manager,

Care of Richelieu & Ontario Navigation Co.,

Montreal,
until June 15th, after that date **Tadousac, P. Q.**

CAPE TRINITY
*and objective points,
driving from*
"MANOIR RICHELIEU"





NINE of the twenty five STEAMERS
 Comprising the fleet of the R. & O. NAV. CO.



NIAGARA TO THE SEA.

THE FINEST inland water trip in the world, covering 800 miles from Toronto through Lake Ontario, the Thousand Islands, the exciting descent of the wonderful Rapids of the St. Lawrence, Montreal, Quebec, and the sublime scenery of the St. Lawrence below Quebec, and of the Saguenay River. The most varied in scenery, the richest in historic association, which can be made on the continent.

Toronto, Ont., "the place of meeting," (population, 300,000). Next to Montreal, the most important city in Canada. It is the capital of the Province of Ontario. **Information Bureau:** King St., East. Leaving Toronto (R. & O. Wharf) at 3.30 p.m., going east, the steamers call at

Charlotte, N. Y., near the mouth of the Genesee River, seven miles north of Rochester. Steamers approach Kingston from Lake Ontario, or the picturesque Bay of Quinte by the Inside Channel, which Pere Marquette and M. Joliet took in a frail birchbark canoe on their trip of discovery of the Mississippi River in 1673; while five years later Robert Cavelier de La Salle, together with Father Hennepin, went up this channel in the first vessel that floated on Lake Ontario, on that memorable voyage of discovery which has made their names so famous in the world's history.

The mainland opposite to and east of The Brothers Islands to Kingston was the scene of many fierce engagements with the naval forces of the United States, during the stirring times of 1812-15. Nearer Kingston the thriving hamlet of Portsmouth is passed and Alwington, the residence of the late Lord Sydenham, first Governor-General of British North America—1830-41.

Kingston founded 1673 by Count de Frontenac, first French Governor, and named Fort Frontenac, was the first settlement in Upper Canada. In 1758 it fell into the hands of the English under Col. Bradstreet. It was incorporated as a city in 1846. On leaving Kingston Fort Frederick is on the left, and beyond Fort Henry built in 1818, re-erected in 1832, is the third strongest fort in Canada. On the right is Garden Island and the village of Marysville, on Wolfe Island. The River St. Lawrence begins at Cedar Island. The steamer passes between Wolfe and Howe Islands, the two largest of the Thousand Islands group.

Passengers should arrange to be called before reaching Kingston. Breakfast is served shortly after leaving, and the Thousand Island scenery proper can then be enjoyed without interruption.

Cap Vincent, N. Y., and Fort Carleton, on Carleton Island immediately opposite, was a rendezvous of the United States forces in 1812-15.

At the foot of Wolfe Island is the head of The Lake of the Thousand Islands. The Thousand Islands number 1,692, counting as an island every rock containing trees, and extend from Kingston to Brockville, fifty miles.

A large number of the islands are owned by wealthy people, many of whom have built fine residences and laid out tasteful grounds. The scenery by day is grand and inspiring, while the illuminations, the music, the flashing boats, and the festivities by night make the evenings enchanting.

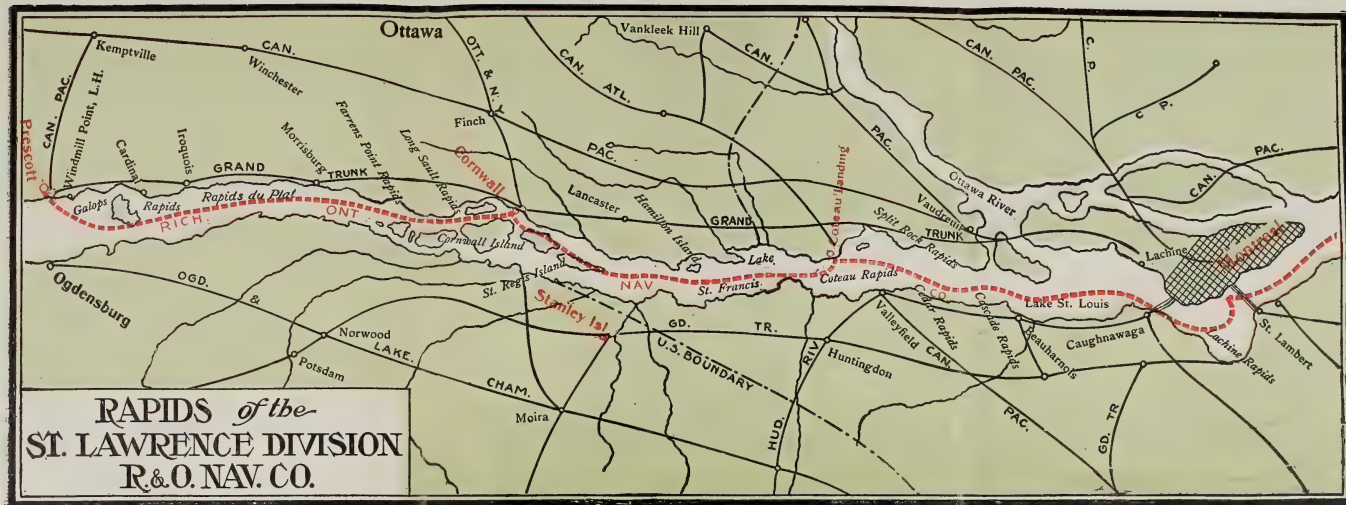
Clayton, N. Y., the first stop after leaving Kingston, is the terminus of the N. Y. C. & H. R. R. for Thousand Islands ports.

The steamer now enters the narrow channel between Fisher's Landing and Thousand Island Park, at the head of Wellsley Island.

After passing Rock Island lighthouse, a good view is had of Peel Dock (where the Canadian steamer, "Sir Robert Peel," was burned by the United States patriots in 1838.) Immediately east on the right is St. Helena. Very close is St. Lawrence Park, and immediately on the left is the modest home of Clara Barton, of Red Cross fame.

Alexandria Bay, N. Y. (163 miles from Montreal), the metropolis of the Thousand Islands is the last American Port at which the steamer stops, and on passing Sunkers Rock Lighthouse, Idlewild, Summerland, Arcadian and Whiskey Islands, the steamer reaches the international boundary and end of American summer places of wealth.

Soon the Lonely Brother and Three Sisters Islands (the centre one of the latter having a lighthouse) are reached, Chimney Islands and Cross Over Light, Union Park and Cole's Ferry are quickly passed and the steamer rushes through the group of Brock's Islands, or Brockville Narrows to Brockville. After leaving Brockville a number of palatial homes adorn the abrupt elevated shore, and beyond is the village of Maitland, the little Blue Church and Tomb of Barbara Heck. It is only twenty minutes' sail to Prescott, where all passengers transfer to **The Rapids Steamer** for **Cornwall** and **Montreal**.



RAPIDS of the ST. LAWRENCE DIVISION R. & O. NAV. CO.

THE RAPIDS OF THE ST. LAWRENCE.

PRESCOTT, where all passengers transfer. The rapids steamer from or to Montreal, lying along side the Lake Ontario boat, so that passengers simply have to step from one boat to the other. On account of its fortifications, Fort Wellington and the Windmill (the latter is now used as a lighthouse) it played an important part during the War of 1812 between the United States and Great Britain, and also during the Rebellion of 1837. Before reaching the first rapid the steamer passes the City of Ogdensburg, also Chimney Island or Isle Royal, on which was erected Fort Levis, a fortification begun by Chevalier de Levis in the summer of 1759.

Its first combat, between the British and French, was really a naval engagement, each side having a fleet of small vessels, and after several days' fighting, the fort capitulated and was renamed by General Amherst, Fort William Augustus. It belongs to the United States, but the steamer is in the Canadian deep water way, which extends from Prescott to Montreal.

All interest now centres in Galop Rapids, the first of the series. Steamers of sufficient power can ascend the south channel.

From **Cardinal** is passed the entire length of the Galop canal to Iroquois, and on to Pine Tree Point, the narrowest spot on the River St. Lawrence.

The next important point is the Rapid du Plat, a somewhat wilder rapid than the previous one, yet powerful steamers can ascend it. At the foot of the rapids and soon after passing Morrisburg is the scene of the battle of Chrysler's Farm, 1812-13, and we enter Farren's Point Rapids, the mildest of the series.

The turbulent Long Sault Rapids cause the steamer to make two heavy plunges at the entrance, and sometimes the spray is dashed on passengers on the forward deck.

From **Cornwall**, where the centre of the river ceases to be the boundary between Canada and the United States, and the Cornwall canal, up which all steamers must pass, the steamer skirts along Cornwall Island (occupied exclusively by Indians) to the head of the Island of St. Regis, beyond which is the famous St. Regis Indian Church. The square tower contains the historic bell which was captured by a British frigate on its way from France, and sold to a church at Deerfield, Mass. The Indians, hearing of this attacked Deerfield and brought the bell, with a large number of captives, away in triumph.

The Adirondack Mountains are visible from this point. Meanwhile the steamer is passing Hamilton Island, and enters Lake St. Francis or Coteau Lake, passing Lancaster midway between Cornwall and Valleyfield. Within one hour St. Zotique and Coteau Landing and the bridge of the Grand Trunk Railway will be left behind.

Before reaching Thorn Island a sudden turn into deeper and broader waters brings the rapids and Coteau du Lac into full view, and the steamer passes Cedars and St. Timothy and into Cedar Rapids, two miles in length, is run at full steam, and attains a speed of forty-five miles per hour for a few minutes. With a sudden turn in the channel to deeper water the engines are again run at full steam, and five minutes later the treacherous Split Rock Rapids are reached. Almost immediately appear the Cascade Rapids, passengers will soon notice the brownish tint of the water coming down the Ottawa River running parallel and apparently not caring to associate with the mighty St. Lawrence. As we pass close to an island on the left, we are in the swiftest current in the river. The fall of these last four rapids is eighty-four feet in eleven miles. The Soulanges Canal parallels the river on the north side from Coteau to Cascade Point; it is massively built of stone; and operated and lighted by electricity. The westbound trip by steamer is full of interest and variety, and the view of the rapids from the canal is both novel and beautiful.

The steamer crosses Lake St. Louis or Lachine Lake, heading for Mount Royal, which overlooks the city of Montreal, one hour and three quarters distant.

The large white cross on a green mound marks the last resting-place of the defenders of Montreal, at the Battle of Chateauguay in 1813. To the right is the Canadian Pacific Railway bridge and Mohawk Indian Church of St. Francis Xavier and village of Caughnawaga, inhabited exclusively by three hundred Mohawk Indian families.

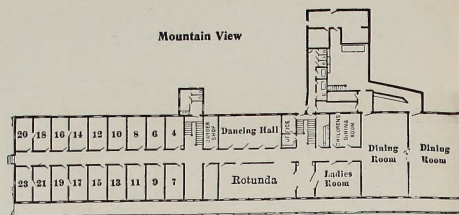
The steamer is fast approaching the Lachine Rapids, the last and wildest of the series, with a fall of forty-five feet. Waves dash in the air, and the vessel suddenly shoots forward, then there is a sudden sinking. Again it rushes forward and again the sinking is felt. And so it goes on, through a channel narrow and tortuous, until the river broadens and calms itself, as it sweeps under the Victoria Bridge to the wharves of Montreal.

The steamer here transfers passengers to the company's steamers for Quebec and the Saguenay, and we advise those who intend visiting Quebec and the Saguenay to make this transfer now, and continue their journey, stopping over at Montreal on their return.

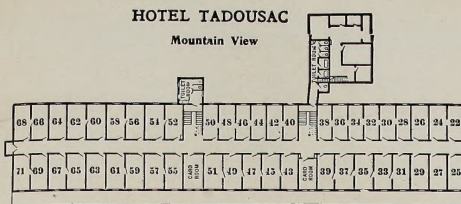
Dinner is served immediately after leaving.



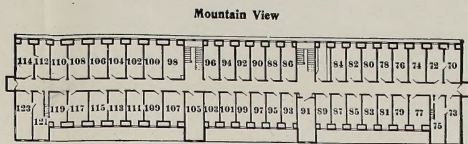
*A Group
of
Cottages*
MURRAY BAY
P.Q.



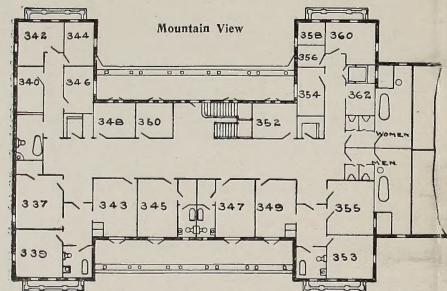
Ground Floor Plan—Water View



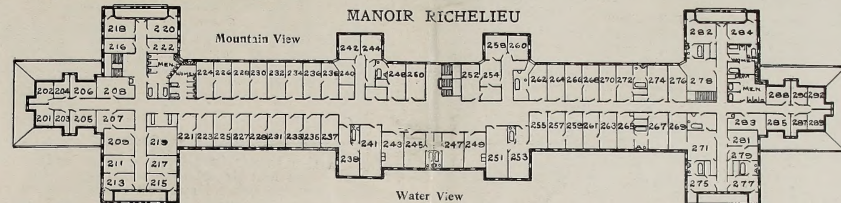
1st Floor Plan—Water View



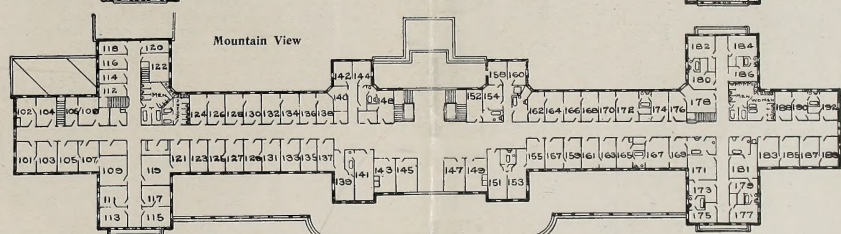
2nd Floor Plan—Water View



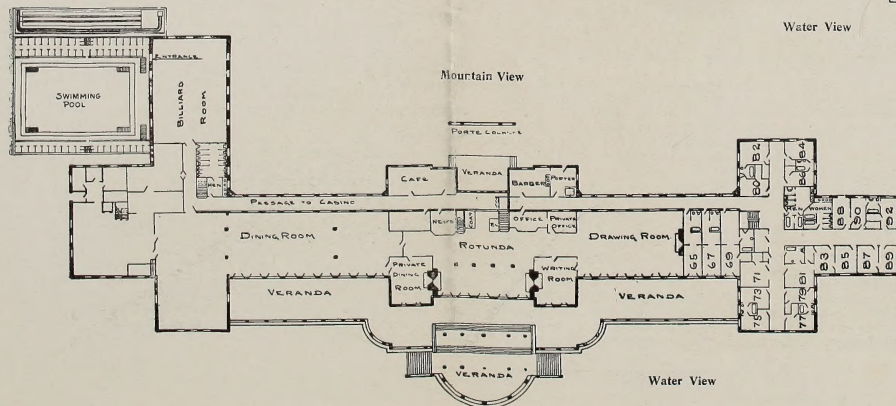
Water View



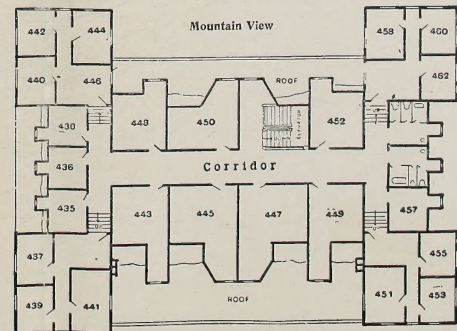
Water View



Water View



Water View



4th Floor Plan—Water View

LIST OF HOTELS AND BOARDING HOUSES.

On the line of the R. & O. Nav. Co., East of Quebec.

Quebec.		No. of Rooms	Rates per Day.	Rates per Week.
Chateau Frontenac.....		350	4.00 up	
St. George House.....	16	20	1.50 & 2.00	10.00 & 12.00
Hinckley House.....	38	15	1.00 & 1.50	8.00 & 10.00
St. Louis House.....	38	10	1.50	
Frontenac House.....	38	10	1.50	10.00 & 12.00
The Misses Birkell.....	3	10	1.50 & 2.00	10.00 & 12.00
Mrs. Oliver Potvin.....	34	15	1.00 & 1.50	5.00 & 8.00

aje St. Paul

Hotel Simard.....	Jules Simard.....	15	1 00	4 00
Hotel Gagnon.....	Jos. Gagnon.....	20	1 00	4 00
Boarding House.....	Dame Dr. Morin.....	10		4 00
"	Dame Jos. Damare.....	7		4 00
"	Abraham Larouche.....	7		4 00
"	Pierre Larouche.....	7		4 00
"	Polycarpe Cimon.....	10		3 00 & 4 00

Les Eboulements.

Hotel Laurentides.....	Arthur Tremblay.....	18	5.00
Boarding House.....	Chas. Tremblay.....	8	4.00
"	Eug. Simard.....	6	4.00
"	Niaow Boudreau.....	6	4.00
"	Mde. Degagne.....	6	4.00
"	Jos. Tremblay.....	6	5.00

St. Irenaeus.

Hotel Charlevoix.....	F. Auclair.....	50	2.00 & 2.50	9.00 & 14.00
Boarding House.....	Peter Gauthier.....	8	.....	6.00
"	Louis Tremblay.....	7	.....	6.00
"	Jos. Duchene.....	7	.....	6.00
"	Geo. Girard.....	7	.....	6.00
"	Geo. Bouchard.....	6	.....	6.00
"	Edmond Gauthier.....	6	.....	6.00
"	Medeni Tremblay.....	6	.....	6.00

Murray Bay.

Manoir Richelieu.....	H. M. Paterson	300	4.00 up	23.00 up
Hôte, Lorne	W. Chamard	55	.....	14.00
Warren Hotel	Mde. Warren	7	.....	7.00
Boarding House	Mde. Chas. McLean	7	.....	7.00
"	John Gagnon	25	.....	8.50
"	David Desbiens	7	.....	7.00
"	Elie Gagne	0	.....	6.00
"	Mde. Gervais	6	.....	5.00

Cap a L'Aigle.

Boarding House . . .	Ulric Bheseur . . .	12	6.00
"	Mde. Geo. Rivern . .	14	6.00
"	Naz. Duchesne . . .	10	6.00
"	Thos. Bouchard . . .	10	6.00
"	Yde. H. Tremblay . .	15	5.00
"	Onisime Tremblay . .	0	5.00
"	Ademan Lapointe . .	8	5.00
"	Jos. Savard	8	5.00
"	Jos. Duchesne	8	5.00
"	Donal Duchesne . . .	8	5.00

St. Simeon.

Boarding House.....	H. Cloutier.....	4	3.00
"	" Eli Tremblay.....	4	3.00
"	" Henri Savard.....	4	3.00
"	" F. Leblanc.....	3	3.00
"	" A. Tremblay.....	3	3.00

Rivière du Loup.

Bellevue.....	Aubut Frere	60	1.50 & 2.00	8.00 & 10.00
Hotel Venise.....	Mde. L. Piuze	30	1.50 & 2.00	8.00 & 10.00
Le Maison Blanche.....	Melle E. Roy.....	25	....	7.00 & 10.00
Chateau Grandville.....	R. Daly.....	30	2.50	12.00 & 15.00
Hotel Victoria.....	E. Gagnon.....	30	2.50	12.00 & 15.00
Commercial Hotel.....	L. Fortier.....	30	2.50	12.00 & 15.00

Casoupa

Mansion House.....	A. Lucas.....	40	1.50 & 2.00	8.00 & 10.00
Dufferin Hotel.....	J. W. Pollock.....	25	1.50 & 2.00	8.00 & 10.00
Boarding House.....	Cleophas Sirosi.....	12	.....	7.00
"	Mde. Geo. Michaud.....	12	.....	7.00
"	Thos. Dube.....	10	.....	7.00

HOTELS AND BOARDING HOUSES—Continued.

	Tadousac.	No. of Rooms	Rates per Day.	Rates per Week.
Tadousac Hotel.....	F. B. Bowen.....	150	3.00 up	14.00 up
Hotel Saguenay.....	L. A. Vallancourt.....	10	.....	7.00
Boarding House.....	M. O. Boulianne.....	12	.....	7.00
"	M. L. Boulianne.....	6	.....	7.00
"	Wm. Gravel.....	8	.....	7.00
"	John Demeule.....	6	.....	7.00

St. Alphonse.

McLean Hotel.....	Mde. McLean.....	50	2.00 up	10.00 up
Boarding House....	Chas. Levesque.....	7	....	5.00 up
"	Wm. Levesque.....	4	5.00 up

Grande Baie,

Grand Bay Hotel... Tremblay & Fortier...	20	1.00 up	6.00 up
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Chicoutimi.

Chateau Saguenay...Gauvreau Lacombe...	100	2.00 & 4.00	13.00 up
L'Hotel Chicoutimi. Jos. Neron.....	40	1.25	5.00 up

Customs Regulations Covering the Personal Effects of Travelers.

For the Information of Travelers to and from Canada.

Travelers to and from Canada having ordinary personal baggage will find the customs regulations easily complied with. Wearing apparel and personal effects for the traveler's personal use may be taken into Canada and brought back to the United States without payment of duty, provided the articles have not been re-manufactured or otherwise improved so as to increase their value.

A special provision is made in the case of sealskin garments. A garment made in whole or in part of sealskin, taken from the United States, may be re-entered free of duty provided the garment is presented by the owner for inspection to the United States Customs Collector at the port of departure from the United States for Canada. The collector will register the garment and issue a certificate of ownership therefor, which certificate must be presented to the United States Customs Collector at the port of entry on returning to the United States. Sealskin garments are not subject to forfeiture or confiscation on being brought back to the United States.

Wearing apparel, including all kinds of fur garments, except those made in whole or in part of sealskin, articles of personal adornment and toilet articles, not exceeding \$100.00 in value, may be purchased in Canada and brought into the United States without payment of duty, provided such articles are for the traveler's personal use and not intended for other persons or for sale.

Travelers from Canada temporarily visiting the United States and wishing to take with them into the United States, for personal use, garments, made in whole or in part of seal-skin, are required to make an affidavit before a United States Consul or Notary Public that their stay in the United States will be temporary and that within a specified number of days they will return to Canada with the fur-seal garment in their possession. Such affidavit to be presented to the United States Customs Collector at the port of entry to the United States.

Baggage may be examined at Toronto, London, Ottawa, Montreal and Quebec by American customs officials and checked through to destination in the United States, thus avoiding the inconvenience of examination at the port of entry on the frontier.

Baggage checked through from points in the United States to points on the Lower St. Lawrence, must be claimed by owners and inspected by Customs Officers at either Montreal or Quebec. Otherwise it will be held at Quebec.

QUEBEC.

Quebec, (population, 80,000.) In 1535, Jacques Cartier sailed from France to discover a new way to the Indies. He sailed up the magnificent river, and called it the St. Lawrence, and anchored at a little tributary, which he called St. Croix. After visiting Hochelaga (Montreal), he wintered here and returned to France the following spring. It was not, however, until 1608 that Samuel de Champlain planted the fleur-de-lis of France on the heights of Quebec and became the real founder of New France. In 1629, Quebec fell into the hands of the British, but with the rest of the country was returned to France in 1662. In 1674, the British again attacked it and failed, but in 1759 were most successful under Wolfe, when he and the French general, Montcalm, fell in the battle of the Plains of Abraham. The whole of Canada then passed into the hands of the British. On the night of December 31, 1775, the American General Montgomery made an unsuccessful assault on the city, and was slain. Quebec is the principal military station in Canada, and, next to Gibraltar, the strongest fortified position in the world. The Citadel, the splendid citadel, of which Quebec meets here. The position of Quebec is that of a high and narrow promontory on the north shore of the St. Lawrence, between it and the St. Charles, a small stream north of the city, which empties into and has a somewhat similar direction to the St. Lawrence itself. The side on the St. Lawrence is precipitous, rising to a height of 340 feet, and the descent to the St. Charles more gradual. A walled fortification, with gates, surrounds the old city; the fortifications and best residence portion, or 'Upper Town,' are on the high land, and the business part and residences of the poorer classes are at the base of the cliff, the St. Lawrence, around the point and along the bank of the St. Lawrence. The citadel is on the highest point on the St. Lawrence, and a wall from the citadel runs along the top of the promontory to a point near the roadway, between the upper and lower town. Inside of this, extending inward from the top of the wall, is the wide public promenade, with its handsome railings and pagodas, known as the Dufferin Terrace, and on this terrace, on the site of the old residence of the French governors, stands the beautiful hotel, and a noble adjunct even to so grand a spot. In all its phases, in the approach by the river from the west; in the departure going east; from the citadel, the terrace, or from the chateau, looking down on the houses and ships and water beneath and across to Levis, and out on the winding river toward the sea; in the narrow precipitous stairs and streets; and queer old crannies built against the cliff; in its history and people; its old-time battlements, walls, and gates;—there is nothing like it, in the old world or new,—in all old Quebec. The visitor to Quebec would find the Falls of Montmorency, seven miles east of the city, also the famous shrine of Ste. Anne de Beaupre (twenty miles east, both reached by electric railway), where over 150,000 pilgrims annually pay their devotions. Shortly after the founding of Quebec, some Breton sailors, beset by a tempest, vowed to build a shrine to Ste. Anne d'Auray, if they should escape. They landed safely at the site of the present shrine and built a little chapel. It was rebuilt in 1660. The governor laid the foundation, and rich and poor gave beautiful offerings. The miracles, as they have been noted for its wonderful cures and miracles; and pyramids of crutches left behind by pilgrims, cured by the saint, rise up on each side of the entrance to the shrine.

RODOLPHE FORGET, M.P., President
C. J. SMITH, General Manager
F. PERCY SMITH, Secretary

Accounting Department

J. A. VILLENEUVE, Comptroller and Treasurer
M. CUSSEN, Auditor Freight & Passenger Receipts

Mechanical Department

GILBERT JOHNSTON, Mechanical Superintendent

Traffic Department

THOS. HENRY, Traffic Manager, Montreal
R. MCWEEN, General Freight and Baggage Agent, Montreal
H. FOSTER CHAFFEE, Western Passenger Agent, Toronto
R. A. CARTER, Division Freight and Passenger Agent, Toronto
ANTHONY MALONE, Freight Agent, Toronto
W. F. CLONEY, Travelling Passenger Agent, Niagara Falls, N.Y.
J. W. CANVIN, Travelling Passenger Agent, Alexandria Bay, N.Y.
J. F. DOLAN, City Passenger Agent, Montreal
H. DUBOIS, Travelling Freight and Passenger Agent, Montreal
E. C. WURTELE, Passenger Agent, Quebec

Hotel Department

C. B. KNOTT, General Manager

CHRONOLOGICAL

1845. La Société de Navigation du Richelieu.
1847. La Société de Navigation du St. Laurent et du Richelieu.
1857. La Compagnie du Richelieu.
1861. La Compagnie du Richelieu included also The Lake St. Peter Navigation Co., operating between Montreal and Quebec.
1875. Richelieu & Ontario Navigation Company, included also The Union Navigation Company and The Canadian Navigation Company.

The Steamers "Montreal" and "Quebec" were considered so much in advance of the times that their models were exhibited in Paris and Philadelphia.

1880. Richelieu & Ontario Navigation Company included also—

La Compagnie de Navigation du Rive Nord du St. Laurent.

Laprarie Navigation Company.

Longueuil Navigation Co.

St. Lawrence Steamboat Company, which brought the line up to the mileage it is at the present time, i. e., including branches, 1,175 miles.

The Fleet of this Company now numbers twenty-five steamers, nine of which are grouped on another page. The steamers of its various lines touch at almost all landings from Hamilton at the head of Lake Ontario to Chicoutimi at the head of the world-renowned Saguenay River. They can carry at one time 17,000 people, and furnish sleeping accommodations to 4,000. This does not include its hotels, Manoir Richelieu, at the entrance to Murray Bay, with accommodations for 500, or Tadoussac Hotel, at the Mouth of the Saguenay, with accommodations for 399.

Fleet of Steamers for the Tourist Travel

Toronto-Montreal Line—Steamers "Kingston," "Toronto," "Prescott," "Brookville."
Montreal-Quebec Line—Steamers "Montreal," "Quebec," "Saguenay" Line below Quebec—Steamers "Murray Bay," "Tadoussac," and "St. Irene."
Hamilton-Toronto Line—Steamers "Hamilton," "Cornwall," "Belleville," "Picton."

MONTREAL-QUEBEC LINE

SEASON JUNE TO SEPTEMBER

Steamers leave Toronto and Montreal from June 2nd daily, except Sunday. From July 1st until September 15th, daily from Toronto, (Sundays excepted from Montreal). September 17th to 29th, Mondays, Wednesdays and Saturdays.

EAST-BOUND		TIME TABLE		WEST-BOUND	
3.30 P. M.	Leave	Toronto	Arrive	6.45 A. M.	
11.00 P. M.		(a) Charlotte	Leave	11.45 P. M.	
6.00 A. M.		(b) Kingston	Leave	5.00 P. M.	
7.20 A. M.		(c) Clayton	Leave	3.00 P. M.	
7.25 A. M.		(d) Frontenac	Leave	2.50 P. M.	
8.00 A. M.		(e) Thousand Islands Park	Leave	2.15 P. M.	
9.15 A. M.		(f) Alexandria Bay (h)	Leave	12.45 P. M.	
10.15 A. M.		(g) Prescott	Leave	11.55 A. M.	
6.30 P. M.	Arrive	(*) Montreal	Leave	2.15 P. M.	

(*) Passengers for Quebec are landed alongside Quebec steamer at Montreal.

(g) Reached by connecting steamer from Clayton, Frontenac, or Alexandria Bay.

(h) If stop at Brockville cannot be made with safety the Company reserves right to cancel stop.

(i) East-bound passengers change at Prescott from lake steamer to river steamer to run rapid, and west-bound passengers from river to lake steamer.

(j) Connecting with C. P. R. to and from Ottawa and with Grand Trunk day express from Montreal.

(h) Westminster Park is reached by ferry from Alexandria Bay. Close connection with all steamers.

(x) When steamer is late the company reserves the right to cancel calls at Stanley Island and Coteau without notice, if necessary, in order to run Lacine Rapids.

Meals included on west-bound tickets between Toronto and Montreal.

Boats going west leave from Western Wharf, foot of McGill Street.

MONTREAL-QUEBEC LINE

SEASON MAY TO NOVEMBER

Steamers leave Montreal and Quebec daily except Sunday until May 19th, Commencing May 21st, daily until October 6th, and thereafter daily except Sunday.

EAST-BOUND		TIME TABLE		WEST-BOUND	
7.00 P. M.	Leave	Montreal	Arrive	6.30 A. M.	
1.00 A. M.		Three Rivers	Leave	10.15 P. M.	
6.30 A. M.	Arrive	Quebec	Leave	5.30 P. M.	

Passengers for the Saguenay, etc., are landed alongside Saguenay steamer at Quebec.

SAGUENAY LINE

SEASON MAY TO NOVEMBER

Steamers leave Quebec for the Saguenay as follows:—Until June 9th on Tuesdays and Saturdays, June 12th to July 4th, Tuesdays, Wednesdays, Fridays and Saturdays, May 6th to September 8th, daily, September 11th to 22nd, Tuesdays, Wednesdays, Fridays and Saturdays, September 25th to November 13th, Tuesdays and Saturdays.

TIME TABLE

May 1st to June 12th, and Sept. 11th to Nov. 13th.

EAST-BOUND		TIME TABLE		WEST-BOUND	
8.30 A. M.	Leave	Quebec	Arrive	5.30 A. M.	
12.15 P. M.		Bate St. Paul	Leave	11.15 P. M.	
12.45 P. M.		Eboulements	Leave	10.30 P. M.	
1.45 P. M.		St. Irene	Leave	9.20 P. M.	
2.15 P. M.	Arrive	Murray Bay	Leave	9.00 P. M.	
2.45 P. M.	Leave	Murray Bay	Arrive	7.00 P. M.	
2.50 P. M.		St. Siméon	Leave	5.30 P. M.	
6.00 P. M.		River du Loup	Leave	3.45 P. M.	
8.00 P. M.		Tadoussac	Leave	1.30 P. M.	
According to tide		L'Anse St. Jean	Leave	According to tide	
		Ha-Ha Bay	Leave	According to tide	
		Chicoutimi	Leave	According to tide	

According to tide Arrive Chicoutimi. Leave According to tide

TIME TABLE

June 12th to Sept. 8th.

EAST-BOUND		TIME TABLE		WEST-BOUND	
8.30 A. M.	Leave	Quebec	Arrive	5.30 A. M.	
12.15 P. M.		Eboulements	Leave	11.30 P. M.	
1.15 P. M.		St. Irene	Leave	10.20 P. M.	
1.45 P. M.	Arrive	Murray Bay	Leave	10.00 P. M.	
2.15 P. M.	Leave	Murray Bay	Arrive	9.40 P. M.	
2.45 P. M.		Cap à l'Aigle	Leave	5.45 P. M.	
3.30 P. M.		St. Siméon	Leave	4.30 P. M.	
8.30 P. M.		L'Anse St. Jean	Leave	2.30 P. M.	
According to tide		Ha-Ha Bay	Leave	According to tide	
		Chicoutimi	Leave	According to tide	

According to tide Arrive Chicoutimi. Leave According to tide
From June 12th to Sept. 8th, calls at Bate St. Paul and River du Loup will be made by local steamer, leaving Quebec on Tuesdays, Thursdays and Saturdays only. Returning leave River du Loup on Mondays, Wednesdays and Fridays.

(c) Call at Cap à l'Aigle during daylight only, weather permitting, from June 1st to September 15th.

On October 1st and 2nd Saguenay steamers may leave Tadoussac and points west one hour earlier than schedule on west-bound trip.

HAMILTON, BAY OF QUINTE & MONTREAL LINE

FROM HAMILTON

Tuesdays, Str. "Belleville," Thursdays, Str. "Hamilton," Saturdays, Str. "Picton."

FROM MONTREAL

Mondays, Str. "Hamilton," Wednesdays, Str. "Picton," Fridays, Str. "Belleville."

HAMILTON LINE

Meals and berth included in through tickets on this line.
Return tickets do not include meals while steamers are lying in port at particular inquirers of ticket agents.

FARES

TO	NIAGARA FALLS		TORONTO	
	Single	Return	Single	Return
Alexandria Bay	\$ 7.10	\$12.25	\$ 5.60	\$10.00
Montreal	12.95	17.60	10.00	16.70
Quebec	14.15	23.45	13.50	20.85
Murray Bay	16.15	26.60	15.50	24.00
Rivière du Loup	16.15	26.60	16.10	24.00
Tadoussac	17.15	28.10	16.50	25.50
Chicoutimi (Saguenay River)	18.15	29.60	17.10	27.90

GENERAL INFORMATION.

LOST TICKETS.—As the company is not responsible for lost tickets, every precaution should be taken for their security.

STOP OVER CHECKS will be granted, on application to purser, to holders of unlimited first-class tickets. These stop-over checks are not transferable and will not be accepted after date of expiration. Refunds will not be allowed on stop-over checks.

CHILDREN under five years, accompanied, free; children over five years and under twelve, half fare; over twelve, full fare.

MEALS.—Meals on the steamers of this line are served on the American plan, breakfast and supper 75 cents (noon or evening).

PRICE OF STATEROOMS.—Toronto to Prescott.—Berth in inside room, \$1 to \$1.50; in outside room, \$1.50 to \$2.00. Parlor room, \$5; with bathroom, \$6.00.

Prescott to Montreal (day boat).—Staterooms \$1 and \$2. Between Montreal and Quebec.—Berths in inside rooms, 75 cents; berths in outside rooms \$1.00. Parlor rooms \$2 and \$3. Through day line berths in inside rooms for round trip \$2 and \$3.50, berths in outside rooms for round trip \$2.50 to \$3. Parlor rooms \$7 and \$8.

STATEROOMS can be secured by making application by letter or telegram to the above mentioned agents, stating clearly the number of berths required, from and to what ports, and date of sailing. No refunds allowed on stateroom tickets. Passengers should claim staterooms reserved before steamer sails.

If any disagreement with Purser regarding tickets, privileges, etc., passengers should pay Purser's claim, obtain receipt, and refer to Traffic Manager. Purser's have no discretionary power in such matters, but are governed by rules which they are not authorized to change.

Experienced stewardesses carried on all boats.

CONNECTIONS.

HAMILTON.—With Grand Trunk, Canadian Pacific, and Toronto, Hamilton and Buffalo railways.

TORONTO.—With Grand Trunk and Canadian Pacific railways, Niagara River Line, Niagara, St. Catharines and Toronto Railway and Niagara, C. P. and other steamboat lines.

CHARLOTTE.—With Lehigh Valley R.R., New York Central R.R., and Electric line.

KINGSTON.—With Grand Trunk Railway and K. & P. Railway, Rideau Lakes Nav. Co., G. T. Ry. sleepers from the west runs to steamboat dock, making close connection with steamer for Thousand Islands and Montreal.

CLAYTON.—With New York Central & Hudson River R. R. through sleepers, which run to steamboat dock, and with all steamers for the Thousand Islands resorts.

PRESOTT.—With G. T. Ry. and C. P. Ry.

MONTREAL.—With Canadian Pacific, Grand Trunk, Central Vermont, Delaware and Hudson, New York Central, and R.R. railways from Montreal, New York, Boston, White Mountains and Adirondack and Maine Coast summer resorts.

QUEBEC.—With Intercolonial, Quebec & Lake St. John, Grand Trunk, Canadian Pacific, and Quebec Central railways and Electric railway (to St. Anne de Beaupre).

MURRAY BAY.—With ferry to I.C.R.

RIVIERE DU LOUP.—With I.C.R. & Tem. Ry.

CHICOUTIMI.—With O. & L. St. John Ry.

SPECIAL NOTICE.

Time tables show the time steamers should arrive at and leave different ports, but their departure, arrival or connection at time stated is not guaranteed, nor does the company hold itself responsible for any delay or any consequences, all therefrom. All fluctuations in time are due to fluctuation of stress of weather, etc., and change with or without notice.

SPECIAL NOTICE.—Richelieu & Ontario steamers may not carry passengers in New York State and Canada, but may stop over in same State, nor will stop-over be permitted at two United States ports in succession.

Tickets and information may be obtained at principal Railway, Lake and River Steamer Ticket Offices in the United States and Canada.

Hotels & Steamers of
CANADA



**NAVIGATION
Co.**

CANON
of the
SAGUENAY

**St.
Lawrence**
Near the Sea



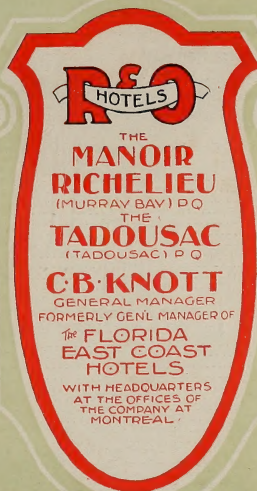
QUEBEC
MURRAY BAY
RIVIERE du LOUP
TADOUSAC
CHICOUTIMI

HOTELS
**MANOIR RICHELIEU,
TADOUSAC**

HOTELS
& STEAMERS
of
CANADA



**NAVIGATION
Co.**



R&O
HOTELS

THE
**MANOIR
RICHELIEU**
(MURRAY BAY) P Q

THE
TADOUSAC
(TADOUSAC) P Q

CB-KNOTT
GENERAL MANAGER
FORMERLY GENL. MANAGER OF
THE FLORIDA
EAST COAST
HOTELS

WITH HEADQUARTERS
AT THE OFFICES OF
THE COMPANY AT
MONTREAL

MONTREAL

Hotels & Steamers of
CANADA



**NAVIGATION
Co.**



**Lake
ONTARIO
THOUSAND
ISLANDS**

RAPIDS
of the
St. LAWRENCE

NIAGARA · HAMILTON · TORONTO
CHARLOTTE · BAY of QUINTE · KINGSTON
· CLAYTON · ALEXANDRIA BAY ·

HOTELS
**MANOIR RICHELIEU
TADOUSAC**